

Mansfield Ave Sidepath Public Meeting

Mansfield Ave Sidepath / 179450026

Date/Time: 6:00 PM, December 17, 2019
Place: UVM Medical Center McClure Conference Room
Next Meeting: N/A
Attendees: Erik Alling (Stantec), Caela Waite (Stantec), Olivia Darisse (BDPW), Nicole Losch (BDPW), and public (listed on attendance sheet)
Absentees: N/A
Distribution: Above

Item:	Action:
“Sidewalk to Nowhere” On the Northwest corner of the Loomis and Mansfield intersection, there is a section of new sidewalk that meets the curb at Mansfield, but there is no crosswalk or receiving sidewalk across Mansfield. Can something be done to connect this?	Stantec will look at either integrating this segment into a new crosswalk or removing the unconnected segment
Mansfield Ave & Colchester Ave Intersection At the beginning of the sidepath, the end of the path is too angular. A 90 degree angle is too sharp for bicyclists to navigate off Colchester and on to the sidepath. Can this end have a radius to allow for easier turns onto the path?	There is an existing utility pole near the proposed ramp which may interfere with adding a radius. Stantec will look verify and add a radius if possible.
Bike vs. Pedestrian Use- Adding “lane” markings Can any delineation be provided to give bicyclists and pedestrians separate lanes for use to avoid conflicts? There are concerns bicyclists won’t be considerate of walkers and vice versa.	The 10’ width, along with 2’ grass shoulders in each direction, should allow for plenty of room for safe and simultaneous usage by a variety of user types.
Fire Department Parking The fire department often parks their vehicles out front to wash them and it often blocks the current sidewalk and bicyclists have to go through the greenbelt and into the road to avoid the vehicles. Can this issue be resolved with the new sidepath project?	The City of Burlington and Stantec will meet with the Fire Department during design.
Mater Christi School The school is particularly busy at drop-off and pick-up times. The crosswalk is dangerous and cars don’t slow	This crosswalk will be looked at carefully during the traffic calming phase of this project. Alternatives will be brought to the public at that time.

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down. Can traffic calming be added here in the form of bump outs, RRFBs, or a raised crosswalk?	
Former Mount Saint Mary Convent Are there plans for the Convent and if so, will they affect the sidepath? Concerns are wasted money if the sidepath will need any improvements due to this property.	The Mansfield Ave sidepath will be located completely within the City's ROW. Any modifications to private property that results in impacts the City's infrastructure will need to be approved by the City.
Rain Garden & Fire Hydrant Will this project impact the rain garden at all? The rain garden affected the fire hydrant and makes use of the hydrant inconvenient and unsafe. Can this project fix the issue the rain garden created?	Stantec and the City of Burlington will meet with the Fire Department during design
Sidepath End @ McAuley Square/North St This end seems abrupt and difficult for bicyclists to navigate from the path to North St. Can we add a bump out into McAuley Sq to provide bicyclists with more room to navigate this turn and be more visible to traffic there? Another possibility is adding a bicycle exit ramp from the path to the existing bike lane prior to the intersection. It was mentioned that this intersection has a lot of near misses with traffic incidents.	The existing conditions at this intersection are somewhat unusual and lead to challenges in designing the proposed improvements. Stantec, collaboratively with the City, will look at other potential solutions to the issue of getting cyclists from the sidepath onto North Street.
North St. vs Wilson St- Which is safer? Safety concerns over which street is a safer path to cross. Which crossing should we put more effort into improving?	Wilson street may have a lower volume of traffic than North Street, but the intersection is not stop-controlled creating what would effectively be a midblock crossing at this location. Midblock crossings are typically considered less safe than crosswalks at signalized or stop controlled intersections. Further improvements, such as the curb extensions, to the North Street intersection will be considered.
Lighting It was mentioned that there is relatively no lighting along either side of Mansfield Ave, but the West side is usually lit by residential porch lights. The east side is mostly commercial property and does not have the benefit of porch lights. The lack of lighting on the East side would be a deterrent for use of the new sidepath.	Lighting improvements are not within the scope of this project
Delineation at Driveways and Crosswalks	Markings will be added to the Mater Christi drives

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Can we add markings at driveways and crossings to delineate the path from the drive?	
Stop Sign @ Mansfield & Loomis The stop sign for Northbound traffic on Mansfield Ave at Loomis St is very difficult to see. Sight is obstructed by an older utility pole as well as shadows created by the tree. Can this be fixed by trimming the tree, removing the utility pole or moving the stop sign?	Stantec will investigate alternative locations for the stop sign.
Red Brick Crosswalks Can we use other paint markings? The red brick is difficult to see sometimes.	The red brick pattern was used for presentation purposes only. The actual improvements will utilize the crossing treatments required by the City.
Alternative 1 Stop bar on Loomis is too far back, can we move the sidewalk/crosswalk/stop bar closer to Mansfield Ave?	The stop bar must be behind the sidewalk so without reducing the grass strip, or adding a significant jog to the alignment of the sidewalk, the stop bar cannot be moved.
Alternative 2 Preferred over Alternative 1, but could we add bump outs into Mansfield Ave on this Alternative?	Alternatives 1 & 2 are not mutually exclusive and elements of each can be combined. Stantec will work with the City to address the Loomis Street comments received during the public meeting.
Alternative 3 Looks very pretty but is there really a need for this? Roundabouts are expensive and this is a city funded project.	The roundabout was an alternative used for the purpose of illustrating that it could work, geometrically, as a traffic calming measure. Stantec will work with the City to address the Loomis Street comments received during the public meeting.

The meeting adjourned at 7:30 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services Inc.

Caela Waite

Civil Engineering Designer

Design with community in mind

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